GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

STARRED QUESTION NO:146
ANSWERED ON:28.11.2002
ACCIDENT INVESTIGATION COMMISSION
SUBODH MOHITE

Will the Minister of RAILWAYS be pleased to state:

(a) whether the attention of the Government has been drawn towards the news item captioned "CRS report a bad procedure, says forensic experts" appearing in The Hindu dated October 9, 2002;

(b) if so, the views of the Government thereon;

(c) whether the Government propose to set up an independent Transport Accident Investigation Commission and a Disaster Management Team at national level;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

Answer

MINISTER OF RAILWAYS

(SHRI NITISH KUMAR)

(a) to (e): A statement is laid on the Table of the Sabha.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF STARRED QUESTION NO. 146 BY SHRI SUBODH MOHITE, TO BE ANSWERED IN LOK SABHA ON 28.11.2002 REGARDING ACCIDENT INVESTIGATION COMMISSION.

(a): Yes, Sir

(b) to Commission of Railway Safety derives its

(e): authority from an Act of Parliament, i.e., the Railway Act, 1989. The inquiry procedure is governed by the provisions of the Railway Act, 1989. To grant full functional autonomy, Commission of Railway Safety is under the administrative control of Ministry of Civil Aviation.

According to `Statutory Investigation into Railway Accident Rules` framed and issued by the Ministry of Civil Aviation, Commissioner of Railway Safety is required to submit a brief preliminary narrative report which is factual and contains provisional findings without giving any reference to persons implicated. This is followed by his Final Inquiry Report,which is furnished after thorough investigation, and establishes final cause and responsibility of an accident, and also contains recommendations to prevent recurrence of accidents. The Commissioner of Railway Safety`s report, as referred to in the news report, has therefore, been submitted in two parts.

Investigation into Railway accidents is a highly technical subject requiring railway expertise. The existing machinery is adequately equipped with senior technical personnel of long and rich experience and has been functioning satisfactorily. The recommendations of the Commission of Railway Safety are found to be valuable and most of them are accepted to improve safety.

There is no proposal to set up a National Transport Investigation Commission, covering Railway sector also. The Railway Safety Review Committee-1998 also did not favour constitution of such a body.

The Railways have standing relief and rescue machinery to deal with aftermath of train accidents. However, a high level multi-disciplinary Task Force has been constituted to review the Disaster Management System on Indian Railways.

The Railway Control Centres generally have direct communicationlink with the railway stations. Drivers and Guards of all trains have been provided with walkie-talkie sets. Mobile Train Radio Communication has been functioning on certain identified sections and few similar projects have, further, been sanctioned.